

REPORT
OF
THE EIGHTH MEETING
OF THE
CO-ORDINATING COMMITTEE
OF
SOUTHEAST ASIAN SENIOR OFFICIALS
ON TRANSPORT AND COMMUNICATIONS
SAIGON
REPUBLIC OF VIETNAM

11th—14th September, 1970

Prepared by:

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Kuala Lumpur.
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PART ONE
OPENING CEREMONY

The Eighth Meeting of the Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications was held in Saigon in the Republic of Vietnam on 11-14 September, 1970.

2. Except for Brunei, all the Members of the Co-ordinating Committee attended the Meeting, namely, Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and the Republic of Vietnam. The Government of the Republic of Vietnam, on behalf of the Co-ordinating Committee, invited the Government of Cambodia to send a representative to the Meeting either as an Observer or a full Member. The Government of Cambodia, however, was unable to send any representative to the Meeting.

3. His Excellency, Mr. Tran Van Vien, the Minister of Communications and Posts in the Government of the Republic of Vietnam, delivered the Welcome Address. In his Address, Mr. Tran Van Vien pointed that although it was in the midst of a war against Communist aggression, his Government had done its best to host the Meeting. He referred to the presence of so many delegates as proof of realization of the great importance of promoting the spirit of co-operation. With this spirit of co-operation, the way was paved for joint ventures in which individual countries would derive more benefits by working together than by working separately. This rationale for co-operation was particularly true in the field of transport.

4. Mr. Tran Van Vien noted that the Co-ordinating Committee had received substantial support from the Government of the United States, the Asian Development Bank and the United Nations Development

Programme in its effort to develop transport and communications in the region. As a result of this support, feasibility studies had been carried out for many projects and a major survey of transport in the region was underway.

5. Mr. Tran Van Vien was hopeful and optimistic that the Meeting in Saigon would be fruitful and successful. The full text
.... of his Welcome Address is in Part Three of this Report.

6. In response to the Welcome Address, Mr. Phak Savann, the Chief Delegate of Laos, on his own behalf as well as on behalf of all delegates, thanked His Excellency Mr. Tran Van Vien for gracing the Opening Ceremony and for delivering his words of welcome. He also expressed gratitude to the Government of the Republic of Vietnam for hosting the Meeting.

7. Mr. Phak Savann noted that since its birth and in the spirit of frank co-operation, the Co-ordinating Committee had undertaken several studies of projects in the field of transport and communications. He thanked the United States, the Asian Development Bank and other organisations for their generous assistance to the Committee.

8. The Chief Delegate of Laos recalled that at the Seventh Meeting held in Singapore, his Delegation had given its full support for a request by the Vietnamese Delegation that a feasibility study be carried out on the improvement and development of the Port of Danang. His Delegation once more reconfirmed its support for this study. If the Port of Danang was improved and further developed, it would influence the economic development of Laos, a landlocked country, serving as an alternative access to the seas.

9. Mr. Phak Savann expressed the wish that the Meeting would
.... be successful. The full text of his Response is in Part Three.

10. Raja Azam bin Raja Kamarulzaman, the Chief Delegate of Malaysia, made the second Response to the Welcome Address. He pointed to the many benefits of an efficient regional system of transport and communications, such as the expansion of regional trade and commerce, the facilitation of regional security and, more importantly, the encouragement, stimulation and intensification of human communication in the region and the harnessing and accumulation of understanding and goodwill amongst the peoples of the region. For a long time, the peoples of this region had had little contact with one another. They had more contacts with places far away. Raja Azam stated that an efficient system of transport and communications in the region would assist in and contribute towards the creation of a regional consciousness and ultimately regional survival. He appealed for support for the modest and sincere effort of the Co-ordinating Committee to develop a system of transport and communications in the region.

11. Raja Azam noted that this little group of dedicated and persistent officials had identified and worked out a number of regional transport and communication projects and successfully undertaken feasibility studies on them. Indonesia, Malaysia, Philippines, Singapore and Thailand had had some feasibility studies done. He hoped that at this Meeting in Saigon attention would be focussed to identify and crystallise major projects in the Indochina peninsular which still presented major gaps in a regional transport and communication system. The Malaysian Delegation gave its strongest support for a concerted effort to bridge these gaps.

12. Raja Azam thanked His Excellency Mr. Tran Van Vien for his presence at the Opening Ceremony and his warm welcome. He also thanked the Government of the Republic of Vietnam for its splendid hospitality and excellent arrangements for the Meeting. The full text of Raja Azam's Response is in Part Three.

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PART TWO
WORKING SESSIONS

I. Procedural Arrangements

13. Three Working Sessions were held: two on 11th September and one on 14th September, 1970. In addition to the Delegates, Observers from the Asian Development Bank and the Governments of Japan, United Kingdom and the United States of America sat in throughout all the Working Sessions of the Meeting. A list of Delegates from Member countries, Observers from from the ADB and the Governments of Japan, United Kingdom and United States, and Interim Secretariat and Conference Staff participating in the Eighth Meeting of the Co-ordinating Committee is contained in Part Four of this Report.

(a) Election of Chairman and Vice-Chairman

14. At the First Working Session, Mr. Hoang Ngoc Than, the Chief Delegate of the Republic of Vietnam, was unanimously elected Chairman of the Eighth Meeting. Comdr. Aree Satayamana, the Chief Delegate of Thailand, was elected the Vice-Chairman.

(b) Adoption of Agenda and Business Arrangements

15. The Agenda and Business Arrangements set out in Document IS-8M2 including the Notes thereon were adopted for the Eighth Meeting and are contained herein in Part Three of this Report.

II. Review of Feasibility Studies

16. The Committee noted that it had two Lists of projects which were subject to feasibility studies. The first List consisted of twelve projects and agreements for feasibility studies on them were signed in Kuala Lumpur in November 1968. The second List consisted of four projects and agreements for feasibility studies on three of them were signed in Manila in October 1969 and on the fourth in Saigon in December 1969. In reviewing the sixteen regional projects subject to feasibility studies, the Committee noted their current status as shown in the Doc. IS-8M3 contained in Part Three of this Report. It also noted the details of each of the projects listed below.

17. Ferry Services between Sumatra and West Malaysia. The final report was distributed to the two participating countries as well as the Interim Secretariat during May 1970. More copies had been sent to the Interim Secretariat for circulation to other Member countries and potential sources of financial and technical assistance for the implementation of the recommendations of the Study. A summary of the findings of the Study was circulated at the Meeting.

18. Raja Azam reported that the Government of Malaysia had found the report of the Study very useful for policy making on ferry services between West Malaysia and Sumatra. He added that there was now a great deal of activity at a number of points along the coast of West Malaysia related to the establishment and operation of ferry services across the Straits. However, the Government of Malaysia had not taken any action yet on the specific recommendations of the Study regarding the types of vessels to be used and the manner in which they could be obtained and managed. Neither had there been any decision

on the types of piers to be provided at the terminal points for ferries plying across the Straits. Further actions on the findings of the Study would have to await consultations with the Government of Indonesia.

19. Mr. Soehono Soemoboskoro reported that the Government of Indonesia had received the report of the Study and had noted that the results indicated that the development of ferry services across the Straits of Malacca were feasible and viable. His Government had initiated a ferry service between Medan and Penang on a trial basis and had provided a vessel for service for six months. His Government had an agreement with the Government of Malaysia that the latter would provide a vessel for the service for another six months. Mr. Soehono added that here was a project proved feasible and viable by an internationally reputable consultant firm. He requested that the United States Government, the Asian Development Bank and other aid-giving governments and agencies should provide financial assistance for the purchase of the required vessels and the construction of piers at the terminal points. He further requested that copies of the report of the Study should be circulated to such governments and agencies so that they could attend speedily to any specific request for assistance either by the Government of Indonesia or the Government of Malaysia.

20. Mr. Luthra, an Observer from the Asian Development Bank, commented that the Bank would be glad to receive copies of reports of feasibility studies. Findings of the studies could be useful to work on the Regional Transport Survey. He added that the ADB was willing to consider requests for financing feasible and bankable projects if they were made by the Governments concerned.

21. Marine Navigational Aids in Indonesia and Thailand.

The draft final report was cleared by both governments and the consultant firm was in the process of putting the report in final form.

22. Lamoo and Mariveles Port Development (Establishment of a Free Trade Zone) and Mariveles Ship Repair Yard.

The final reports of these two related studies had now been handed to the Government of the Philippines. Copies of the summaries of the draft final reports of the studies were circulated at the Meeting.

23. Telecommunication Network in Laos. The consultant firm was presently rewriting portions of the draft final report and the final report was expected to be forwarded within two months.. Mr. Rogers, the Observer from the United States Government, confirmed that the scope of work of the Study excluded Thailand. However, copies of the final report would be made available to the Government of Thailand since it was a signatory on the PIOT of the project.

24. East Malaysia Port Facilities. The draft final report was cleared by the Government of Malaysia with suggested minor changes.. The final report should be forthcoming shortly.

25. Raja Azam reported that following the findings of the feasibility study, the Government of Malaysia had commissioned the same American consultant firm with its own funds to work on the detailed design of the needed facilities. He added that the Malaysian Government had approached the World Bank to finance about half of the estimated M\$50 million needed to construct the facilities in the ports of Kota Kinabalu and Sandakan..

26. Telecommunication System in East Malaysia. The draft final report was presented to the Government of Malaysia during the last week of August for review and clearance. A brief summary of the findings shown in the draft final report of this Study was circulated at the Meeting.

27. Raja Azam reported that his Government was studying the recommendations of the Study and was working towards obtaining foreign financing for the installation of the facilities.
28. Kuantan-Segamat Highway in Malaysia. Field work for this study was halfway completed. The Study was expected to be completed at the end of December this year.
29. Raja Azam reported that the cost of constructing the highway over about 70 miles was estimated at M\$60 million. The Government of Malaysia was planning to build the highway with its own resources and some heavy equipment assistance from overseas.
30. Search and Rescue Facilities in the Region and Aero Telecommunications and Flight Inspection. These three studies had been reviewed by the participating governments and would be put in final form by the contractors before the end of this year.
31. Navigational Aids in the Straits of Malacca. The draft final report of this Study was distributed to the three participating countries during the third week of August for their review and clearance. A summary of the findings of the Study contained in the draft final report was circulated at the Meeting.
32. Raja Azam reported that his Government was now studying the report of the Study and hoped to work with the coastal countries and interested maritime countries on the findings of the Study.
33. Mr. Gandjar stated that he was surprised that the Government of Indonesia had not been supplied with copies of the draft final report of the Study to date. Mr. Rogers undertook to dispatch sufficient copies either directly or through the Interim Secretariat to Mr. Gandjar.
34. Djakarta International Airport. The consultant firm had sent its men to Djakarta to begin the Study in mid July. The Study would take six months to complete.

35. Mr. Gandjar reported that in view of its present financial position, the Government of Indonesia had found it difficult to meet certain specific requirements of the consultants. He called the attention of the Observers from the United States to a provision in the contract between the consultants and USAID on the Djakarta Airport Study that if the Indonesian Government could not provide some of the facilities required, the consultants would purchase them first and obtain reimbursement from the United States Government later.
36. Mr. Rogers replied that he would take immediate action to look into the difficulties mentioned by Mr. Gandjar.
37. Vietnam/Regional Telecommunication. This regional study would be integrated at the proper time with the national telecommunication study presently being implemented in the Republic of Vietnam.
38. Integrated Regional Air Nav aids. The forwarding of the draft final report of this Study had been delayed by about two months. It was now expected to be forwarded in early November.
39. Saigon International Airport. Preliminary contract procedures were underway and it was hoped that the contract team would be in the field by the end of December.
40. Mr. Tiep asked the Observers from the United States whether there had been any change in the scope of the Study from that stipulated in the PIOT. Mr. Rogers replied that should there be any proposed changes, the Government of the Republic of Vietnam would be consulted and its agreement secured before any changes were made.
41. The Committee recalled that at its Seventh Meeting held in Singapore in April, it supported requests for foreign assistance to enable feasibility studies to be carried out on the following regional projects:-

- (a) Indonesia - Navigational Aids in the Straits of Lombok and Makassar;
- (b) Laos - Vientiane Plain Road or Savannakhet/La Bao Highway;
- (c) Malaysia - Master Plan of Airports and Tourist Traffic into Malaysia and Southeast Asia;
- (d) Thailand - Improvement of Teletype Message Relay System of Aeronautical Radio of Thailand Ltd. and Improvement of Runways, Air Traffic Control and Servicing of Passengers and Cargoes at Bangkok Airport;
- (e) Republic of Vietnam - Development of the Port of Danang.

42. With regard to (a) above, Mr. Gandjar drew the attention of the Committee to statements in the Summary of Findings of the Study of Proposed Navigational Aids in the Straits of Malacca e.g.

"It would be cheaper, per ton of petroleum products carried from the Persian Gulf to the Northwest Pacific, to send larger tankers through Lombok than tankers with a draft of not over 66' through the Straits. Installing new aids by itself will not make it possible for deeper draft vessels to use these waters, but it will make the waters more attractive for ships of approximately 66' draft."

The Government of Indonesia would study the complete draft report of the Study. It had also decided to proceed ahead with a study of navigational aids in the Straits of Lombok and Makassar and would like the Committee to

support its request for external assistance to carry out the Study. The Committee supported the request of the Indonesian Government for external assistance to carry out a Study of Navigational Aids in the Straits of Lombok and Makassar.

43. With regard to the two projects presented by the Royal Government of Laos, Mr. Phak Savann stated that his Government had now decided to withdraw its request for assistance to study the feasibility of improving the Vientiane Plain Road. His Government had also decided to submit the project on the improvement of the Savannakhet/La Bao Highway as part of the project on the improvement of the Port of Danang. It had further decided to work closely with the Government of the Republic of Vietnam on this joint project now titled "Savannakhet/Danang Link-up (Laos and Vietnam)." Mr. Phak Savann noted that a draft scope of work of a Study on this project had been circulated by the Interim Secretariat at the Meeting. He requested that the countries concerned should meet as soon as possible to finalise the scope of work of this study. He also asked the Committee to support a request for assistance to carry out the study. The Committee supported the request for foreign financial and technical assistance to explore the feasibility of a Savannakhet/Danang linkup to serve as a gateway to the seas for parts of Laos, Thailand and Vietnam.

44. The Committee noted that the Government of Malaysia had withdrawn the project on the formulation of a master plan for airports in Malaysia from the regional programme. It further noted that the Government of Malaysia, however, was still hoping to secure external assistance under the auspices of the Committee for a study of tourist traffic trends into Malaysia and the region. The Committee agreed to support the Malaysian request for assistance for this project.

45. Mr. Amphon of Thailand notified the Committee that his Government would like to seek the support of the Committee to sponsor requests for external assistance to carry out studies on the following regional projects, namely,

- (a) Automation of AEROTHAI Communication Centre;
- (b) Bangkok International Airport (Don Muang); and
- (c) Sattahip Port.

He pointed out that (a) was a more appropriate title for the study presented to the Committee at its Meeting in Singapore in April. He also indicated that the Government of the United Kingdom had shown interest in carrying out the study. Informal consultation between officials of his country and the United Kingdom was under way.

46. With regard to (b) above, Mr. Amphon pointed out that his Government now wanted an economic and engineering feasibility Study of the Bangkok International Airport (Don Muang) with emphasis on the assessment of its adequacy to handle future traffic after the present modernization of the terminal building. The Study should also include recommendations for further improvement to the existing facilities to enable the airport to be operated at its optimum capacity and the justification for such improvement taking into consideration the proposed second international airport. Mr. Amphon informed the Committee that the Government of Japan had expressed interest to assist in carrying out the Study.

47. Mr. Amphon stated that his Government had also decided to seek assistance to undertake an economic and engineering feasibility study of Sattahip port with emphasis on its utilization for international and regional shipping, including studies on related inland transport and other facilities. He explained that at a recent meeting in Bangkok,

the Royal Government of Laos and the Government of the Republic of Vietnam supported the call for assistance to carry out the Study. He asked the Committee as a whole to support requests for external assistance for studies on all the three projects. The Committee gave its fullest support that assistance should be obtained to carry out the feasibility studies on the three Thai projects.

48. With regard to the feasibility study on the improvement and development of the port of Danang, the Government of the Republic of Vietnam agreed with the approach suggested by Mr. Phak Savann that there should be a study of a link-up between Savannakhet and Danang.

49. The Committee noted that the Government of the Republic of Vietnam had asked its support for a request that external assistance be obtained for a study to explore the practicability of a Saigon/Pnom Penh railway link to serve as a means of passenger and freight transport between Cambodia and the Republic of Vietnam and between them and other neighbouring countries (Thailand, Burma, Malaysia and Singapore). The Committee supported the request of the Republic of Vietnam.

50. An Observer from Japan, Mr. Tomita mentioned that his Government was interested in assisting in carrying out the study of the adequacy or otherwise of the Bangkok International Airport to meet future requirements. He mentioned also that his Government was interested in assisting in the early implementation of the findings of the Study of Navigational Aids in the Straits of Malacca.

51. Mr. Turner, the Observer from the United Kingdom, expressed appreciation that his Government was invited to observe the proceedings of the Meeting of the Committee. He would certainly report to his Government the many transport and communication projects discussed at the Meeting.

52. The Committee noted that experience so far had indicated that all parties involved in this regional effort at studying first the economic and technical feasibility of regional transport and communication projects had benefitted. On the part of the main donor nation so far, it was pointed out by Raja Azam that American consultant firms that had never before worked in Malaysia were now very active in the country as a result of some studies funded under the auspices of the Committee. He also pointed that the studies had enabled the Malaysian Government to secure foreign financing for the construction of regional transport and communication projects. For the region, the construction of port facilities and highway in Malaysia's territory as well as improvement of aids to navigation in the Straits of Malacca following the studies would contribute to a better movement of goods and services within the region.

53. Mr. Rogers stated that the U.S. Government was asking its Congress to allocate some funds for the first time to implement two types of regional projects. Firstly, funds would be obtained, hopefully, to implement regional projects located entirely within the boundaries of countries in which the United States might have special interests. It was hoped that such funds might be used to train Laotians to operate and manage telecommunication in the country. Secondly, funds would be obtained to assist in the implementation of the so-called "umbrella projects" e.g. regional search and rescue facilities, regional aero-telecommunications and regional flight inspection facilities. The United States Government was also seeking funds from Congress to finance feasibility studies of urgent regional transport projects identified by the Regional Transport Survey.

54. The Committee appreciated the generous assistance given by the United States Government and hoped that the request for funds to implement various regional transport and communication projects would meet with success. The Committee had all along saw the need for such funds and had repeatedly stated that projects proved feasible and viable should be implemented with external assistance, where needed.

III. Signing of Plan of Operation with the
United Nations Development Programme

55. The Plan of Operation providing the United Nations Development Programme (Special Fund) to assist the Governments of Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and the Republic of Vietnam, with the Asian Development Bank acting as the Executing Agency, to carry out studies of maritime and air transport facilities and requirements in the region as integral parts of the Regional Transport Survey, was signed on the 11th of September, 1970, in Saigon by the following six duly authorised representatives of the Governments:-

| <u>Government of</u> | <u>Authorised Representative</u> |
|---------------------------|---|
| (i) Indonesia | Soehono Soemobaskoro, Department of Communications, Djakarta. |
| (ii) Laos | Phak Savann, Ministry of Public Works and Transportation, Vientiane. |
| (iii) Malaysia | Raja Azam bin Raja Kamarulzaman, Ministry of Transport, Kuala Lumpur. |
| (iv) Singapore | Ling Teck Luke, Ministry of Communications, Singapore. |
| (v) Thailand | Aree Satayamana, Ministry of Communications, Bangkok. |
| (vi) Vietnam, Republic of | Hoang Ngoc Than, Ministry of Communications and Posts, Saigon. |

The seventh participating country, namely, Philippines, was unable to send an authorised representative to sign the Plan of Operation on the date in Saigon. Mr. Luthra explained that he would approach the Philippine Government to sign the Plan of Operation on his return to Manila. One copy of the Plan of Operation would be despatched to each participating government when it got all the signatures of the parties involved in it.

IV. Progress of the Regional Transport Survey

56. Mr. Luthra reported briefly on the progress of the Regional Transport Survey since the last Meeting of the Co-ordinating Committee in Singapore. The UNDP Plan of Operation had been finalised and was ready for execution. There had been a change in the leadership of the Consultants' team and the new leader, Mr. William Krebs was taking this opportunity to meet the representatives of all the Participating Governments present at the Meeting. The Steering Committee of the Bank had met in July 1970 and reviewed the progress of the Survey and the Report of the Committee had already been forwarded to the Participating Governments on a confidential basis.
57. The Steering Committee had reviewed the work done by the Consultants and had commented on the various aspects of the Survey. The Consultants had submitted a set of working papers for consideration of the Committee. Although all the studies in Cycle I of the Scheme presented in the Inception Report had been completed, it was decided not to attempt a complete report on Cycle I. The results of these studies would be refined in the light of further studies to be done under Cycle 2, particularly the sectoral studies. The Steering Committee had endorsed this decision of the Consultants. The Committee attached a great deal of importance to the sectoral studies now underway.
58. The Consultants, in consultation with the Bank staff, had carefully reviewed the work programme of the Survey in the light of the recommendations made by the Steering Committee. Steps had been taken to focus increased attention on the project studies in further phases of work on the Survey and coordinate these studies closely with the more general economic studies of the region.
59. Referring to the objectives of the Survey underlined by the Steering Committee, Mr. Luthra said that the Committee attached importance

both to the action programme in the field of national and regional transportation and to the continuously useful approach and methodology as the dual products of the Survey. He added that the Bank staff was confident that these products would be delivered by the Consultants within the available time and budgetary resources for the Survey.

60. In the subsequent discussions, a question was raised whether as the Survey proceeded, recommendations on the more important projects identified in the course of the Survey, could be submitted in advance so that the concerned Governments could proceed with further action in terms of feasibility studies, etc. In reply, it was explained by Messrs. Luthra and Krebs that the entire exercise on the Survey was to be completed in all its facets before any meaningful recommendations on individual projects could be made. It would be necessary to complete the analysis of the system as a whole before individual progress could be seen in relation to each other and to their place in the regional network. It would, therefore, be advisable to await the results of the Survey.

61. Mr. Krebs then presented a brief progress report on the major segments of the Survey - the macro-economic forecasts, the economic sector studies, the trade flow forecasts, the regional transport network analysis, transport project identification, and the special studies. He indicated that the Survey was on schedule and was proceeding along the lines established in the Inception Report with only minor modifications.

62. In subsequent discussions, inquiry was made about the role of benefit-cost analysis in setting priorities along different kinds of transport projects. There was also discussion of whether and how increasing urban congestion would be dealt with. In this connection, Mr. Krebs reported that there would be an introductory study of the urban congestion problem in the major cities of the region and an indication of approaches that might be generally applicable in the region.

/

63. The need for coordinating the work on RTS with the other studies pertaining to the region was stressed. In this connection, the Bank representatives requested that they be kept supplied with copies of the reports of these studies including particularly the feasibility studies of regional projects as and when available.

64. Mr. Krebs asked for the assistance of the participating Governments in carrying out a study in each country of the costs of distribution of selected export and import commodities, using the recently completed Philippine pilot study as a guide. He indicated that copies of the Philippine study are being mailed to each Member this week and also that a letter requesting assistance would follow immediately. Each country would be asked to nominate a competent research analyst to head the country's study, working in coordination with the RTS team over the next several months.

V. Budget Estimates of Interim Secretariat for 1971

65. The Committee considered the budget estimates of the Interim Secretariat for 1971, as shown in the attachment in Doc. IS-8M6 contained in Part Three of this Report. It noted that all Governments of the Co-ordinating Committee, except the Government of Brunei, had agreed to share in the financing of the Interim Secretariat. The Governments of Indonesia, Malaysia, Philippines, Singapore, Thailand and the Republic of Vietnam were in principle in favour of sharing the agreed expenses of the Interim Secretariat for 1971 on a pro rata basis. The Royal Government of Laos had also indicated in a letter to the Interim Secretariat in May 1970 that it had made a great effort to demonstrate its willingness to cooperate with other countries in the region and had agreed to participate in the Interim Secretariat's expenses in the amount of US\$3,350 for 1971. It was pointed out that after subtracting the Royal Laotian Government's share

of US\$3,350, the remaining sum of the agreed expenses of the Interim Secretariat in 1971 might be shared among the other Member countries on a pro rata basis.

66. Mr. Amphon of Thailand reiterated that his Government was in principle in favour of sharing the entire cost of the Interim Secretariat. Underlying this agreement was the desire to have a full-time Secretariat discharging the requirements of the Co-ordinating Committee on an extended basis. He stressed the need to have an exact figure of total expenses anticipated in 1971 so that governments knew exactly the amount of contributions due from them. He also stressed the need to state the different principles which should govern the sharing of costs among the Member countries of the Committee. Such principles should state clearly whether Brunei was going to continue to be a Member of the Committee and share in paying for the services of the Interim Secretariat in 1971 or not, and they should also refer to the special position of Laos. His Government was anxious to know whether Brunei would share in the expenses of the Interim Secretariat before it decided on contribution to the cost of the Interim Secretariat. Mr. Amphon further pointed to the need to separate the annually recurrent and non-current items of expenditure in the budget of the Interim Secretariat. He noted that the total expenses of the Interim Secretariat, shown in Doc IS-8M6, as US\$51,200 were much higher than that provided for in 1970.

7. The Secretary of the Interim Secretariat confirmed that there would be a full-time Secretariat to discharge the requirements of the Co-ordinating Committee on an extended basis. It would also serve as a centre for information on transport and communication in Southeast Asia. After examination and comments by Members of the Committee, the Interim Secretariat would forward the exact detailed anticipated expenses of the Interim Secretariat to the Member Governments so that they knew exactly how much they would have to contribute towards the expenses. The

estimated total expenses shown as US\$51,200 were higher than those for 1970 because a more exact costing of expenses had been carried out now that Member Governments had agreed to share them. The Government of Malaysia had worked on the assumption that the Interim Secretariat would have a separate identity of its own. Just now, it was part of the Economic Planning Unit of the Government. Of course, recurrent expenses would recur annually and non-recurrent expenses would not recur..

68. Mr. Tiep suggested that there should be some form of charter or agreement to be signed by Members of the Committee stating that they agreed to share in specific ways the expenses of the Interim Secretariat. The Committee agreed that such an agreement was needed and instructed the Secretary to draft it for consideration of the Member Governments. The proposed agreement should cover the broad principles governing the special positions of Brunei and Laos, the equal sharing of the costs of the Interim Secretariat including carrying forward of unspent provisions for specific items of expenses and their ultimate refund to the Member Governments.

69. On the details of expenses totalling about US\$51,200 as shown in Doc. IS-8M6, the Committee agreed that the item of expenditure called "Servicing Co-ordinating Committee Meetings during the year (Three in 1971)" should be reduced in accordance with the decision to have two Meetings nominally. Expenditure for servicing additional meeting or meetings might be paid for out of contingency funds.

70. The Committee agreed that agreement by Member Governments to share in the expenses of the Interim Secretariat in 1971 did not commit them to do likewise with regard to the expenses of the Interim Secretariat in 1972 and beyond. The Secretary drew the attention of the Committee to the interim nature of the Secretariat. It was up to the Committee to decide at the appropriate time whether to continue with the present manner of servicing the Committee or introduce other ways of doing the job.

71. The Committee agreed that Member Governments would remit their contributions based on the amended anticipated expenses of the Interim Secretariat effective from 1st January, 1971 to the Government of Malaysia before 15th December, 1970. To enable the Governments to do this, the Interim Secretariat would dispatch the revised detailed expenses to the Governments as soon as possible, including the proposed agreement incorporating the broad principles stated at this Meeting. The Interim Secretariat would also contact the Government of Brunei for a definite answer whether it would continue to be a Member of the Committee and share in the expenses of the Interim Secretariat in 1971. This information would be circulated to all Members of the Committee.

VI. Venue and Date of Next Meeting

72. The Committee agreed that it would be useful to hold its next meeting in one of the Observer countries so that its Government and people would have an opportunity to appreciate more this effort at regional cooperation. The date of this meeting would be fixed by the Interim Secretariat after consultation with Members. The Committee agreed to invite the Government of Cambodia to the next meeting. It also agreed that appropriate donor nations in addition to Japan, the United Kingdom and the United States as well as the United Nations Development Programme would be invited to attend the meeting.

73. On behalf of all Members and Observers, the Chief Delegate of Thailand, Comdr. Aree Satayamana thanked the Government of the Republic of Vietnam for hosting the Eighth Meeting of the Committee and for its generous hospitality and efficient facilities provided during the Meeting. The Chairman expressed his appreciation to all Members, Observers and Interim Secretariat and Conference Staff for helping him to bring the Eighth Meeting of the Committee to a successful conclusion.

VII. Confirmation of Record of Meeting

74. The Committee approved the Press Release on the
.... Eighth Meeting as shown in Part Three of this Report. It also
approved this Report as a true record of the Eighth Meeting of
the Committee.

14th September, 1970.
Saigon.

PART THREE
TEXT OF WELCOME ADDRESS,
STATEMENTS AND DOCUMENTS

(i) Welcome Address by the Minister of Communications and Posts, Republic of Vietnam, H.E. Tran-Van-Vien at the Opening Session of the Eighth Co-ordinating Committee Meeting of Southeast Asian Senior Officials on Transport and Communications

Excellencies, Distinguished Delegates, Ladies and Gentlemen.

It is a great pleasure for me to preside over the Opening Ceremony of the Eighth Meeting of the Coordinating Committee of Southeast Asian Senior Officials on Transport and Communications.

We feel honoured that Saigon is, by this time, the venue of the Meeting after Manila, Bangkok, Kuala Lumpur, Djakarta, Vientiane and Singapore. Although we are at war, fighting the Communist aggression, we have made our best to organize this Meeting, so that you could feel at home during your short stay in our city of Saigon.

It is also a great privilege for me, on behalf of the Government of the Republic of Vietnam, to welcome you all, distinguished Members of the Coordinating Committee and Observers from friendly countries.

Distinguished Delegates, your participation in this session of the Coordinating Committee is eloquent proof that all of us have realized the great importance of promoting the highest spirit of regional cooperation which will pave the way for future joint ventures, where each country will benefit more by fruitful cooperation than by separate action.

This is particularly true in the field of transport because economic growth and development in our Region are largely dependent on the support of adequate transportation and related infrastructures.

I am glad to note that during the last two years, the Government of the United States of America has brought its steady support

to the Committee and, through the Agency for International Development, has made possible the realization of feasibility studies for many regional transport and communications projects. And it is our hope that this continuous support will be increased during the years to come, serving as a precious encouragement to the difficult task of developing our Region.

The Asian Development Bank and the United Nations Development Programme have also provided substantial financial support for the Regional Transport Survey which is now in its very active phase.

Among the objectives of the Survey as described in the inception report, the two last ones are the most important:

1 - To develop a set of Criteria on the basis of which investment programmes proposed can be assigned priorities and coordinated into a balanced action programme.

2 - To recommend in each field appropriate investment programmes based on identification of projects for improvement and extension of existing facilities, and creation of new facilities, having regard to the programmes recommended for the other fields.

We should suggest that the Regional Transport Survey will also deal with the local environment and the local economic vocation of every Member Country and also visualize regional development in the most harmonious manner which will benefit all of us.

It is with this hopeful and optimistic view that I have the pleasure to declare this Meeting open, and to wish you, distinguished Delegates, fruitful discussions and success for Regional Cooperation.

Thank you.

(ii) Response by Mr. Phak Savann,
Chief Delegate of Laos.

(Original in French)

Excellency, Distinguished Delegates, Ladies and Gentlemen.

On behalf of the Delegation of Laos and on behalf of all Delegates here present, I wish first to express my most sincere appreciation to H.E. Mr. Tran Van Vien, Minister of Communications and Posts of the Republic of Vietnam for his kindness to come and enhance the brightness of the Opening Ceremony of the Eighth Session of our Committee and for his warm wishes of welcome.

Permit me also to express my deep gratitude to the Government of the Republic of Vietnam for its willingness to invite our Committee to hold its Eighth Session in Saigon, for the warm and friendly reception and for the generous hospitality it has accorded us upon our arrival in this beautiful capital.

Since its birth, and always in the spirit of frank cooperation, our Committee has undertaken several studies of projects in the field of transportation and communications, thanks to the generous assistance of the Government of the USA, the Asian Development Bank as well as other organizations. We are very grateful for the assistance.

Members will recall that at the Seventh Session of our Committee held last April in Singapore, when the Delegation of Vietnam presented the feasibility study project for the improvement of the Port of Danang, the Delegation of Laos has given its full support for the implementation of this project. My Delegation once more wants to confirm its position vis-a-vis this project which will certainly have a more or less direct influence on the economic development of Laos, a landlocked

country, by providing an alternative for the transport of commodities into the interior of the country via the traditional highway of general interest No.9 or the Asian Highway A3.

Finally, I take the liberty of wishing that, as from this moment, this Session be crowned with success and that new projects would be taken into consideration for the harmonious development and welfare of the people of the entire area.

Thank you.

(iii) Response by Raja Azam bin Raja Kamarulzaman,
Chief Delegate of Malaysia

Mr. Chairman, the Hon'ble Minister of Communications and Posts of the Republic of Vietnam, Excellencies, Fellow Delegates, Distinguished Observers, Ladies and Gentlemen.

On behalf of my distinguished colleagues in this great and happy family of regional cooperation in transport and communications, an area of regional cooperation which constitutes a vital and important prerequisite not only for expansion of roads, rails, airports and harbours within the national boundary of each individual country, not only to provide basic infrastructural facility for expansion of trade and commerce in the region, not only would facilitate the effort of regional security, but above all, with an efficient and viable system of regional transportation and communication, this would encourage, stimulate and affect the flow and intensify the human communication in the region; and harness and accumulate understanding, goodwill and ideas amongst the peoples of the region. It has been for far too long for countries of this region to remain apart, live in unrealistic distance, to co-exist as strangers, that there has been lack or even absence of contact among our traders and industrialists, among our children and among our masses.

It has been said often enough, we are closer to Washington, London, Paris, Amsterdam or now even to Tokyo than among neighbours in this region, which with the establishment of adequate and excellent transportation and communication could be reached even within the matter of hours. In short, Mr. Chairman, an efficient system of transportation and communication in the region would assist and contribute in great measure and degree, to the creation of regional consciousness, a regional

mind, regional collaboration, regional solidarity, and ultimately regional survival, an aspiration and a dream which is being cherished by the leaders and peoples of this region particularly since a decade ago.

Mr. Chairman, Sir, surely this burning desire by peoples of this region for regionalism runs parallel with the interest of our friends and foes around the world, that there should prevail in this region peace and stability, that the destiny of the region should be chartered by peoples of this region, that a prosperous region would be of mutual benefit to other nations and that on the basis of this mutual benefit, interplay of mutual interest and inter-dependence, we appeal to all friends and foes alike to support our modest and sincere effort of constructing a regional system of transportation and communication, which when translated into practical application would provide the basic amenity for our peoples and assist the development in a particular country and help to expand regional trade and commerce.

Mr. Chairman, as you are aware, we have travelled a long in way/this difficult journey of ours, desiring to establish a viable and sound system of regional transportation and communication. When we started many years ago, there were even strong views expressed against the concept of regional transportation and communication, but we are gratified to note that this idea has gained recognition and acceptance by all quarters; for instance with roads, rails, ferries, and airways passing through Vietnam, Cambodia, Laos, Thailand, Malaysia, Singapore, Indonesia, Philippines, this communication would serve as practical and pragmatic regionalism and it makes good common sense on economic consideration and sound idea for social and cultural exchanges.

This little group of dedicated and persistent officials have identified and worked out a number of regional projects and successfully undertaken the respective feasibility studies. There have been projects in Philippines, Indonesia, Singapore, Malaysia and Thailand and in this historic Meeting in Saigon, it is our earnest desire to develop and crystalize major projects in the Indo-China peninsular. I believe, we all agree there exists some major gaps in a regional system of transportation and communication in this area, particularly developed harbours, good roads and up-to-date airports. And unless we pursue this exercise with vigour, we will fail in our objective of constructing a comprehensive and vibrant system of regional communication. It is true that in the past, due to adverse political factors prevailing in this part of Southeast Asia, the countries in the Indo-China peninsular have not been able to exert their concerted effort in this direction; but in view of several factors taking place, the time has come for us to focus our attention to the development of harbours, and roads and other facilities in the countries in this area. The Malaysian Delegation hereby renders its strongest support for this concentration in this area and to pursue our unfinished task of creating a sound cob-web of regional transportation and communication with resolution and determination.

Mr. Chairman, on behalf of my colleagues and participating delegates, may I express our deepest gratitude to His Excellency Mr. Tran Van Vien for being so kind and able to be with us this morning. His thoughtful address can only be a source of guidance and inspiration to us. I wish also to express our sincere appreciation and profound thanks to the Government of the Republic of Vietnam for being such a splendid and hospitable host and to provide such an excellent arrangement for this Meeting. I believe, to many of us, contrary to the many dark and gloomy pictures painted about this city, here we find a throbbing, beautiful and charming Saigon.

Thank you.

(iv) Closing Statement by Comdr. Aree Satayamana,
Chief Delegate of Thailand

Mr. Chairman, Distinguished Delegates,

May I, on behalf of all the Delegates and on my own behalf, express our sincere appreciation to the Government of the Republic of Vietnam for so hospitably receiving us at the Eighth Meeting of the Co-ordinating Committee. We are especially grateful to our host government on this occasion for we realise that it is encountering very difficult times.

We are indeed gratified to note the keen interest shown in our work by the developed countries in sending their Observers to join us. In the case of Thailand the Government of Japan has expressed the offer to undertake the feasibility study on the improvement of the Bangkok International Airport which my government accepts it most gratefully. Another study on the Automation of AEROTHAI Communication Centre might be taken up soon by the British Government. Those aids so far are in my opinion, most encouraging. Mr. Chairman, in the conduct of our business, you have shown the highest quality of leadership.

I therefore consider it a special privilege and particular honour to express our deep gratitude to you for all you have done, which made this meeting so successful.

Finally, I would wish to express our thanks to the Interim Secretariat whose hard work made our work easier, to the Consultants who have been so active on our projects and once again to our host government, for the excellent arrangements and splendid hospitality extended to and enjoyed by all of us.

Thank you.

IS-8M2

Eighth Meeting of the Co-ordinating Committee of
Southeast Asian Senior Officials on
Transport and Communications

11-14 September, 1970
Saigon
Republic of Vietnam

Conference Hall
Venue: Ministry of Foreign Affairs

Agenda

A. OPENING CEREMONY

Friday, 11 September, 1970

09.00 - 10.30

Arrival of Delegates, Guests and
Members of Government of Republic of
Vietnam (Doc. IS-8M1)

- a) Welcome Address
- b) Responses by Delegates
- c) Refreshments
- d) Departure of Guests and Members
of Government of Republic of
Vietnam

B. WORKING SESSIONS

10.30 - 12.00

I. Procedural Arrangements (Doc. IS-8M2)

- a) Election of Chairman and Vice-
Chairman
- b) Adoption of Provisional Agenda
and Business Arrangements

II. Review of Feasibility Studies (Doc. IS-8M3)

- a) First List (12 Studies)
- b) Actions on Completed Feasibility
Studies

- c) Second List (4 Studies)
- d) Additions to Second List

12.00 - 14.00

L U N C H

14.00 - 17.00

- III. Regional Transport Survey - Signing of Plan of Operation with United Nations Development Programme (UNDP) for Assistance in the Maritime and Air Transport Study. (Doc.IS-8M4)
- IV. Regional Transport Survey - Progress Reports (including Report of the Third Meeting of the Steering Committee). (Doc.IS-8M5)
- V. Consideration of Budget Estimates of Interim Secretariat for Calendar Year 1971. (Doc.IS-8M6)

Saturday, 12 September, 1970

Free for Consultations

Sunday, 13 September, 1970

Programme by Host

Monday, 14 September, 1970

09.00 - 12.00

VII. Confirmation of Record of Meeting

VIII. Date and Venue of Next Meeting.

Interim Secretariat to the Co-ordinating Committee,
Saigon.

11th September, 1970.

Eighth Meeting of the Co-ordinating Committee of
Southeast Asian Senior Officials on
Transport and Communications

11-14 September, 1970
Saigon
Republic of Vietnam

Venue: Ministry of Foreign Affairs

NOTES ON PROVISIONAL AGENDA

A. OPENING CEREMONY

All Delegates and Observers are requested to be seated by 09.00 hour sharp. The Opening Ceremony and the Meeting will be held in the Conference Hall, Ministry of Foreign Affairs.

His Excellency, Mr. Tran Van Vien, Minister of Communications and Posts, Republic of Vietnam, will arrive at 09.20 hour. He will be received by the Temporary Chairman, Mr. Hoang Ngoc Than, Secretary-General of the Ministry of Communications and Posts, Republic of Vietnam and the Secretary of the Interim Secretariat.

The Temporary Chairman will call the Eighth Meeting of the Co-ordinating Committee to order at 09.30 hour. He will then call upon His Excellency Mr. Tran Van Vien to deliver his Welcome Address. Responses will be made by two Members of the Committee, namely, the Chief Delegate of Laos and the Chief Delegate of Malaysia.

Refreshments follow.

B. WORKING SESSIONS

Item I. Procedural Arrangements

(a) The Chairman and Vice-Chairman of the Eighth Meeting will be elected by Members of the Coordinating Committee. They will be advised by the Secretary in the proceedings of the Meeting.

(b) The Provisional Agenda of the Eighth Meeting is circulated as Doc. IS-8M2. The following business arrangements are suggested:-

(i) Times of Meeting

Morning 09.00 - 12.00

Afternoon 14.00 - 17.00

(ii) Language

English will be the Working Language of the Meeting.

(iii) Sessions

Except for the Opening Ceremony, all Working Sessions of the Co-ordinating Committee will be closed to the Press and Public. Observers are invited to attend all sessions.

(iv) Report of Meeting

The Interim Secretariat will prepare a Draft Report of the Eighth Meeting for approval of Members at the close of the Meeting.

(v) Press Release

With the approval of the Co-ordinating Committee, a Press Release will be issued at the close of the Meeting.

Item II. Review of Feasibility Studies

The Interim Secretariat has prepared a Working Paper for reference on this item, as Doc IS-8M3.

Item III. Plan of Operations to be signed with UNDP and ADB

The relevant Working Paper is Doc IS-8M4. Since all Governments have agreed to the obligations, the Plan of Operations may be signed right away.

Item IV. Regional Transport Survey

Doc IS-8M5 reproduces the Report of the Third Meeting of the Steering Committee on the Regional Transport Survey for reference of Members. Mr. K.L. Luthra of the Asian Development Bank and Mr. William Krebs, the Project Manager of Arthur D. Little, have kindly consented to brief Members on the progress of the RTS.

Item V. Budget of Interim Secretariat for 1971

Detailed estimates of the expected expenditures of the Interim Secretariat in 1971 are provided in Doc IS-8M6 for approval by the Co-ordinating Committee.

Item VI. Other Matters

Should Members have other matters to raise for discussion, please notify the Secretary as soon as possible.

Item VII. Record of Meeting

This will be prepared by the Interim Secretariat for approval by Members.

Interim Secretariat to the Co-ordinating Committee,
Saigon.

10th September, 1970.

IS-8M3

Eighth Meeting of the Coordinating Committee of
Southeast Asian Senior Officials on
Transport and Communications

11 - 14 September, 1970
Saigon
Republic of Vietnam

Review of Feasibility Studies
(Working Paper Prepared by Interim Secretariat)

I. Introduction

This Working Paper is intended to serve as a background for consideration of Item II in the Provisional Agenda (ref. IS-8M2-Preliminary). The current status of feasibility studies on the twelve regional transport and communication projects in the First List is reported. Delegates are requested to report on actions taken or contemplated by their Governments on the findings of the studies. In particular, have the findings of studies attracted any external finance? Have they resulted in active actions on the part of Governments concerned to implement the projects?

2. The current status of feasibility studies on the four regional projects in the Second List is also reported. Additions to the Second List supported by the Committee at its Seventh Meeting in Singapore in April, 1970 are also reported.

II. Status of Feasibility Studies of Projects on the First List

3. Ferry Services between Sumatra and West Malaysia. The final report was distributed to the two participating countries during May 1970.
4. Marine Navigational Aids in Indonesia and Thailand. The draft final report was cleared by both governments and the contractor is in the process of putting the report in final form.
5. Lao Mao Marivelas Port Development and Marivelas Ship Repair in Philippines. The Government of the Philippines has cleared the draft final report and the final report is being completed by the contractor. It is hoped that the final report will be forwarded within 60 days.
6. Telecommunication Network in Laos. The contractor is presently rewriting portions of the draft final report upon the request of USAID/Laos and AID/Washington. It is hoped that the revised draft report will be completed within 90 days.
7. East Malaysia Port Facilities. The draft final report was cleared by the Government of Malaysia with suggested minor changes. The final report should be forthcoming shortly.
8. Telecommunication System in East Malaysia. The draft final report was presented to the Government of Malaysia during the last week of August for review and clearance.
9. Kuantan-Segamat Highway in Malaysia. The field work is halfway completed with the December 31, 1970 completion date still firm.

10. Search and Rescue Facilities in the Region, Aero Telecommunications and Flight Inspection. Studies have been reviewed by the participating governments and will be put in final form by the contractors before the end of the year.

11. Navigational Aids in Straits of Malacca. The draft final report was distributed to the three participating countries during the third week of August for their review and clearance.

III. Status of Feasibility Studies of Projects on the Second List

12. The four regional projects in the Second List are:-

- (a) Djakarta International Airport;
- (b) Vietnam/Regional Telecommunication;
- (c) Integrated Regional Air Navigational Aids; and
- (d) Saigon International Airport.

13. Djakarta International Airport. The contractor arrived in Djakarta on July 14 to begin the airport study which will take six months to complete.

14. Vietnam/Regional Telecommunication. This regional study will be integrated at the proper time with the national telecommunication study presently being implemented in the Republic of Vietnam.

15. Integrated Regional Air Nav aids. The forwarding of the draft final report has been delayed somewhat but it is hoped it will arrive by November 1, 1970.

16. Saigon International Airport. AID/Washington is presently in the middle of preliminary contract procedures and hopefully contract negotiations can be completed by the end of September.

IV. Additions to Second List

17. At the Seventh Meeting held in Singapore in April this year, the Co-ordinating Committee supported a request that assistance be sought from the Governments of the United States, Japan, and the United Kingdom and other sources of aid to enable feasibility studies to be carried out on the following projects:-

- (a) Indonesia - Navigational Aids in the Straits of Lombok and Makassar;
- (b) Laos - Vientiane Plain Road or Savannakhet/La Bao Highway;
- (c) Malaysia - Master Plan of Airports and Tourist Traffic into Malaysia and Southeast Asia;
- (d) Thailand - Improvement of Teletype Message Relay System of Aeronautical Radio of Thailand Ltd. (AEROTHAI) and Improvement of Runways, Air Traffic Control and Servicing of Passenger and Cargoes at Bangkok Airport;
- (e) Republic of Vietnam - Development of Port of Danang.

18. With regard to (a) above, Mr. Gandjar stated in April that the Government of Indonesia would like to have this study implemented and was in the process of considering all the factors affecting the timing of this study, including the findings of the current study of Navigational Aids in the Straits of Malacca. The Draft Report of the Study of Navigational Aids in the Straits of Malacca is now available and is being considered by the Governments of Indonesia as well as Malaysia and Singapore. The Delegate from Indonesia might wish to state whether the Study of Navigational Aids in the Straits of Lombok and Makassar should now proceed.

19. With regard to (b) above, two things happened. Firstly, a meeting was held in Bangkok on 20-21 August, 1970, attended by Mr. Phak Savann and representatives of the Governments of Thailand and the Republic of Vietnam as well as the Secretary of the Interim Secretariat. The meeting reiterated the support of all Southeast Asian countries for a study of the Savannakhet/Lao Bao Highway. Secondly, a request for assistance was formulated by representatives of Laos, Thailand and Vietnam together with the Secretary. The request will be forwarded to the U.S. Government.

20. With regard to (c) above, the Government of Malaysia after ascertaining the time the USAID would take to process the application for assistance and to secure the men for the job, has decided that it cannot wait that long to have the Study carried out with the assistance from this source. It is understood that the Government of Malaysia

is seeking help from other sources to carry out the Master Plan of Airports in Malaysia. It is further understood that the Government of the United States is still considering whether it could provide assistance to carry out a Survey of Tourist Traffic into Malaysia and Southeast Asia. The Government of the United States has indicated to the Government of Malaysia that certain aspects of tourism in the region would be studied under the Regional Transport Survey now being carried out by the Asian Development Bank.

21. With regard to (d) above, the Government of Thailand has indicated that the second project, namely, Improvement of Runways, Air Traffic Control and Servicing of Passenger and Cargoes in Bangkok Airport was not needed at the moment. It has indicated that it would like to have a study of when existing facilities at the Airport including the Runways would be inadequate to cope with projected demand. It is expected that the Delegate from Thailand would report on the progress of securing assistance to enable a feasibility study to be carried out on the first project, namely, Improvement of Teletype Message Relay System of Aeronautical Radio of Thailand Ltd. (AEROTHAI).

22. Slightly more than a month after the meeting in Singapore, the Government of Thailand wrote to the Interim Secretariat submitting another project for feasibility study, namely, the Port of Sattahip. The Secretariat forwarded the request to representatives of the Governments of the United States of America, United Kingdom, Netherlands, Japan and the Federal Republic of Germany. At the meeting in Bangkok

held on August 20-21, the representatives of Governments present including the Secretary supported this request. It is understood that the Government of the United States is studying the request seriously. The Committee may wish to hear from the Delegate of Thailand on this project.

23. With regard to (e) above, the meeting held in Bangkok on 20-21 August, 1970 reiterated its support that assistance be secured to have the study carried. A proper request for assistance for study of the Port of Danang has been drafted.

V. Further Regional Projects for Studies

24. The Interim Secretariat understands that at least one Observer Government (i.e. the United States) has made provision to fund studies of further regional projects. Some of these projects could arise from the Regional Transport Survey. There may be others which Delegates have brought to the meeting. These could be discussed.

Interim Secretariat to the Co-ordinating Committee,
Saigon.

10th September, 1970.

IS-8M4

Eighth Meeting of the Co-ordinating Committee of
Southeast Asian Senior Officials on
Transport and Communications

11-14 September, 1970
Saigon
Republic of Vietnam

Venue: Ministry of Foreign Affairs

UNITED NATIONS DEVELOPMENT PROGRAMME
(SPECIAL FUND)

PLAN OF OPERATIONS

Attached is a copy of the text of the UNDP (Special Fund) Plan of Operations which participating countries in the Regional Transport Survey would have to sign with the UNDP, and Asian Development Bank. It is understood that a copy of the text of the Plan of Operations was sent to every Member of the Co-ordinating Committee some time in the latter half of August, 1970.

2. Members of the Co-ordinating Committee have been requested to come with the proper authority from their Governments to sign the Plan of Operations. Before doing so, Members may wish to ask the Observer from the Asian Development Bank to clarify any point in the Plan of Operations.

Interim Secretariat to the Co-ordinating Committee,
Saigon.

10th September, 1970.

UNITED NATIONS DEVELOPMENT PROGRAMME
(SPECIAL FUND)

PLAN OF OPERATION

INDONESIA, LAOS, MALAYSIA, REPUBLIC OF THE PHILIPPINES,
REPUBLIC OF SINGAPORE, THAILAND, REPUBLIC OF VIETNAM

ASIAN DEVELOPMENT BANK

REGIONAL TRANSPORT SURVEY:
MARITIME AND AIR TRANSPORT STUDY

PLAN OF OPERATION

Country : Indonesia, Laos, Malaysia, Philippines,
Singapore, Thailand and Republic of
Viet-Nam

Title of Project : Regional Transport Survey: Maritime
and Air Transport Study

Number of Project: REG 160

SUMMARY DATA

Government Coopera-
ting Agency : Coordinating Committee of Senior
Transport Officials of Southeast
Asian Countries

Executing Agency : Asian Development Bank

Governments' Contributions

In kind (Appendix II) - equivalent of US\$213,000

Toward local costs
(Appendix IV) - equivalent of US\$86,800

UNDP Contribution
(Appendix III) - equivalent of US\$1,142,530

Duration of Projects 18 months

I. PREAMBLE

Section 1.01. For the purpose of the abovenamed project (hereinafter referred to as "the Project") to be undertaken by the Asian Development Bank (hereinafter referred to as the Bank) as the Executing Agency on behalf of the United Nations Development Programme (Special Fund) (hereinafter referred to as the UNDP) in cooperation with the Governments of Indonesia, Laos, Malaysia, the Republic of the Philippines, the Republic of Singapore, Thailand and the Republic of Vietnam (hereinafter referred to as the Governments), this Plan of Operation shall be the Plan of Operation provided for in Article I, Paragraph 2 of the Agreements (hereinafter referred to as the Basic Agreements) between the UNDP and the Governments of the following countries concerning assistance from the Special Fund sector of UNDP:

| <u>Country</u> | <u>Date</u> |
|----------------|-------------------|
| Indonesia | 7 October 1960 |
| Laos | 30 April 1960 |
| Malaysia | 25 July 1961 |
| Philippines | 28 June 1961 |
| Singapore | 23 September 1966 |
| Thailand | 4 June 1960 |
| Vietnam | 29 April 1960 |

Section 1.02. For the purposes of this Plan of Operation, Paragraph 3 of Article II of the Basic Agreements shall not apply to arrangements of an administrative nature made by the Bank in the ordinary course of supervising the Project in accordance with this Plan of Operation.

Section 1.03. The Governments and the Bank are parties to a Participation Agreement dated 20 August 1969 (hereinafter called the Participation Agreement) which relates to the carrying out of the Survey of which the Project forms part. Nothing herein contained shall limit the operation of:

(a) the Participation Agreement, except to the extent that the provisions of such Participation Agreement are inconsistent with the provisions of this Plan of Operation; or

(b) the Headquarters Agreement dated 22 December 1966 between the Government of the Republic of the Philippines and the Bank; or

(c) the Articles of Agreement of the Bank.

II. THE PROJECT

Section 2.01. The purpose of the Project is to assist the Governments in establishing a programme for coordinated development of maritime and air transport in Southeast Asia. The Project forms part of a larger Regional Transport Survey (hereinafter called the Survey) being conducted by the Bank at the request of the Governments, which will also investigate the other means of transportation in the region, such as inland waterways and land transport. The study of maritime and air transport, which is the objective of the Project, will be fully coordinated with the study of the other regional systems.

Section 2.02. The Project consists of the specific studies and related activities specified in the Work Plan annexed hereto as Appendix I-A. Work on the Project commenced on 6 October 1969, and it is expected that the Project will be completed and the Final Report thereon submitted by the end of July 1971.

Section 2.03. The Project will be carried out by the firm of consultants already engaged for the purpose by the Bank on a subcontract basis or by such other consulting firm or firms as may hereafter be engaged by the Bank in accordance with its usual procedures (such consultants together with all firms associated with them for the purposes of carrying out the Project being hereinafter referred to as the Consultants).

Section 2.04. The estimated cost of the services and facilities to be provided for the Project is set forth in

the Plans of Expenditure annexed hereto as Appendices II and III.

III. PRIOR OBLIGATIONS OF THE GOVERNMENTS

Section 3.01. The Governments undertake to authorise the Secretariat of the Coordinating Committee of Senior Transport Officials established pursuant to a resolution of the Kuala Lumpur Conference of Southeast Asian Senior Officials on Transport and Communications in September 1967, which at present is being provided by the Government of Malaysia on an interim basis, to coordinate the actions of the Governments in respect to the Project, to act as a general channel of communications between the Governments and the Bank, and to keep the Governments informed as to the progress of the Project.

IV. ORGANIZATION OF THE PROJECT -
RESPONSIBILITIES OF THE PARTIES

Section 4.01. The Governments, the UNDP and the Bank shall be jointly responsible for the execution of the Project and the realization of its objectives as described in Article II above.

Responsibilities of the Governments

Section 4.02. (a) Each Government shall cooperate fully with the UNDP, the Bank and the Consultants to ensure that the Project is carried out as promptly and efficiently as possible; and shall provide or bear the cost of providing, promptly as needed, the services, facilities and supporting staff of the following types reasonably required within its territories for the Project:

- (i) suitably furnished office accommodation and conference space;
- (ii) typewriters, filing cabinets, stationery and other office equipment;
- (iii) utilities and telephone, postage, telegraph and other communications facilities;
- (iv) suitable facilities for private transportation including vehicles, drivers, vehicle fuel and maintenance and repair facilities;
- (v) such other facilities as have been or may be agreed between the Governments and the Bank.

Such facilities, services and staff shall be provided promptly as and when required by the Consultants, and shall be of an appropriate standard.

(b) Current estimates of cost of the required contribution in kind of each Government to the Project are set forth in Appendix II of this Plan of Operation. Such cost estimates are based on the best information available at the time of drafting this Plan of Operation. It is understood that price fluctuations, changes in the scope of work of the Project pursuant to the reviews referred to in Section 6.02 and other factors may necessitate adjustments of such contributions in monetary terms. The contributions shall at all times be determined by the services, facilities and supporting staff, and the value thereof, required for the proper execution of the Project.

(c) By arrangement with the Governments, the Bank will contribute towards the local operating costs of the Project, on behalf of each Government, the equivalent in the currency of such Government of the amount indicated with reference to such Government in the Schedule of Payments in Appendix IV. This contribution shall be paid to the UNDP by the Bank upon this Plan of Operation becoming effective, and shall be deemed to fulfill the obligation of such Government to pay for the items specified in Article V, paragraph 1(a) to (d) of the relevant Basic Agreement, except such of those items as are specified or referred to in paragraphs (a) and (b) of this Section.

Section 4.03. Each Government shall

(a) issue all necessary permits, authorizations and instructions to facilitate the carrying out of the Project within its territories;

(b) enable authorized representatives of the UNDP, the Bank and the Consultants to visit any part of its territories for the purposes of the Project and to examine any records and documents relevant to the Project;

(c) make available to the Bank and to the Consultants (subject to existing security provisions) all existing published and unpublished reports, maps, records, data and other information necessary for the implementation of the Project, and arrange for the collection of such further data and information within its territories as may prove to be reasonably required for the purposes of the Project.

Section 4.04. (a) Each Government shall assign a senior transport official to act as a liaison officer between the Government on the one hand and the Bank and the Consultants on the other. Such official will be directly responsible for the implementation of the Government's contribution to the Project.

(b) Unless and until a Government informs the Bank otherwise, the official designated by such Government pursuant to Sections 3.02(b) and 4.03 of the Participation Agreement shall perform the functions referred to in paragraph (a) of this Section.

Section 4.05. It shall be the function of the Interim Secretariat of the Coordinating Committee of Senior Transport Officials to coordinate the actions of the Governments in respect to the Project, to act as a general channel of communications between the Governments and the Bank, and to keep the Governments informed as to the progress of the Project.

Section 4.06. (a) Each Government shall exempt the Consultants and their personnel (other than personnel who are citizens of or permanent residents in the territories of the Government) from, or bear the cost of, any taxes, duties, fees, levies and other impositions imposed under its laws and regulations or the laws and regulations in effect in its territories or of any political subdivision or agency thereof in respect of:

- (i) any payments made to the Consultants and such personnel in connection with the carrying out of the Project;
- (ii) any equipment, materials and supplies brought into the territories of the Government for the purpose of carrying out the Project, or which, after having been brought into such territories, will subsequently be withdrawn therefrom; and
- (iii) any property brought into such territories by the personnel of the Consultants and the families of such personnel for their personal use and which, after having been brought into

such territories, will subsequently be withdrawn therefrom upon departure of such personnel.

- (b) Each Government shall
 - (i) ensure that the Consultants' personnel and their families are promptly provided with any necessary entry and exit visas, residence permits, exchange permits and travel documents required for their stay in the territories of the Government; and
 - (ii) facilitate prompt clearance through customs of any equipment, materials and supplies required for the Project and of the personal effects of the Consultants' personnel and of the families of such personnel;
 - (iii) assist the Consultants in finding satisfactory and appropriate hotel and other living accommodation as required for the personnel of the Consultants in the territories of the Government.

Section 4.07. Each Government shall promptly inform the Bank of any condition which interferes with or threatens to interfere with the successful completion of the Project or the accomplishment of the purposes thereof.

Responsibilities of the UNDP

Section 4.08. The UNDP will from time to time, promptly upon receipt of a notice from the Bank, pay to or on the order of the Bank such amounts in such currencies as the Bank shall specify in such notice, not exceeding in the aggregate:

(a) an amount equivalent to US\$1,088,530 to be applied to the cost of the Project;

(b) an amount equivalent to US\$51,000 to be applied to the clearly identifiable expenses incurred by the Bank in connection with its duties as Executing Agency for the Project; and

(c) an amount equivalent to US\$3,000 towards the direct costs of the UNDP participation in a review of the progress of the Project.

Responsibilities of the Bank

Section 4.09. The Bank as Executing Agency of the UNDP shall

(a) retain consultants to carry out the Project. It is confirmed that the firm of consultants already employed by the Bank for purposes of carrying out the Survey of which the Project forms part are acceptable to the Governments;

(b) be responsible for the supervision of the Project, and for that purpose appoint a Project Manager who shall be in

charge of the Project on behalf of the Bank, and who shall be responsible in consultation with the Consultants for the detailed planning, execution, supervision and coordination of all phases of the Project;

(c) administer the funds allocated by the UNDP for the Project;

(d) make payments for the cost of the Project up to, but (except as the Bank otherwise agrees) not in excess of, the amount specified in paragraph (a) of Section 4.08 of this Plan of Operation; and

(e) charge the UNDP for its clearly identifiable expenses incurred in connection with its duties as Executing Agency for the Project up to, but not in excess of, the amount specified in paragraph (b) of Section 4.08 of this Plan of Operation.

Section 4.10. The Bank will make the contribution towards the local operation costs of the Project referred to in paragraph 4.02(c) above, in accordance with such paragraph and with the Schedule of Payments set forth in Appendix IV.

V. REPORTS

Section 5.01. In the course of carrying out the Survey of which the Project forms part, the Consultants will submit to the Bank reports on particular components of the Project, as set forth in the Work Plan (Appendix I). The Bank will review such reports in consultation with the Governments and the UNDP.

VI. GENERAL PROVISIONS

Section 6.01. The Governments, the UNDP and the Bank shall from time to time exchange views on the Project, including the progress and costs thereof and the benefits derived therefrom, and each shall furnish to the other such information as shall reasonably be requested in respect of such matters. In particular, should some situation arise or event occur which interferes with or threatens to interfere with the successful carrying out of the Project as contemplated in this Plan of Operation, or should any party desire to terminate its participation in the Project and in this Plan of Operation, the parties shall consult concerning appropriate steps to be taken with respect thereto.

Section 6.02. The Bank shall from time to time, in consultation with the UNDP and the Governments as appropriate, review the Project and this Plan of Operation for the following purposes:

- (a) to ensure the continuing efficacy of the design and objectives of the Project;
- (b) to assess progress towards the attainment of the objectives of the Project;
- (c) to identify problem areas, if any, impeding the execution of the Project; and
- (d) to assess whether any revisions are necessary in the Work Plan and Project Budgets.

Section 6.03. On the basis of reviews mentioned in the foregoing Section, this Plan of Operation including any appendix hereto may be modified by agreement between the Governments, the UNDP and the Bank.

Section 6.04. (a) Any dispute between the Bank on the one hand, and any one or more of the Governments on the other, which arises out of or relates to this Plan of Operation and which cannot be settled by negotiation or other agreed mode of settlement, shall if so requested by the Bank be treated as a dispute between the UNDP and such Government or Governments and shall be submitted to arbitration at the request of either the UNDP or one or more of the Governments involved in the dispute in the manner set forth in Article IX of the relevant Basic Agreements.

(b) Notwithstanding any termination of this Plan of Operation or of the participation of any party hereto pursuant to Section 6.01 hereof, the provisions of this Section shall continue in full force and effect in respect of any dispute arising either before or after termination, provided such dispute shall be submitted to arbitration within six months after the date of such termination.

Section 6.05. This Plan of Operation shall enter into force when it has been signed by all the Governments, the UNDP and the Bank.

GOVERNMENT OF INDONESIA

Date of Signature

By _____

GOVERNMENT OF LAOS

By _____

GOVERNMENT OF MALAYSIA

By _____

GOVERNMENT OF REPUBLIC
OF THE PHILIPPINES

By _____

GOVERNMENT OF REPUBLIC
OF SINGAPORE

By _____

GOVERNMENT OF THAILAND

By _____

GOVERNMENT OF REPUBLIC
OF VIETNAM

Date of Signature

By _____

UNITED NATIONS DEVELOPMENT
PROGRAMME (Special Fund)

By _____

ASIAN DEVELOPMENT BANK

By _____

WORK PLAN

A. DESCRIPTION OF PROJECT

1. The UNDP (Special Fund) project activities are expected:

(a) To provide a detailed appraisal of the current situation of maritime and air transport in the region;

(b) To identify specific projects in maritime and air transport to be followed up by the countries in the region, within a framework of coordinated priority lists and comprehensive regional programmes; and

(c) To demonstrate the manner in which transport, along with other inputs, can assist in the promotion of regional economic development and cooperation.

2. For the maritime transport component of the study, project activities will consist of the following, in each of the seven countries in the region:

(a) Identification of obstacles to regional and international trade flows, including inadequacies of shipping services, excessive freight rates;

- (b) Preparation of proposals and/or recommendations for the improvement of maritime services;
- (c) Study of existing merchant marines, their planned development, the investment they represent, and their economic basis, including assessment of desirability of a regional shipping line and alternate arrangements between national merchant marines, such as pooling, chartering, use of tramp ships, containerization, etc.;
- (d) Study of inter-island and coastal shipping, of existing and planned docking and repair facilities, and recommendations for standardization;
- (e) Assessment of facilities in major ports, plans to relieve congestion, and for their modernization, improvement or expansion;
- (f) Study of the possibilities of unitized freight services, and of adaptation to new technologies;
- (g) Study of minor and auxiliary ports and their facilities;
- (h) Study of navigational aids and other improvements to promote and/or improve maritime transport in the region;
- (i) Estimate of costs, of proposed improvements or expansion of maritime facilities.

3. For the air transport component of the study, project activities will consist of the following:

- (a) Review and analysis of regional airport and air transport system, their organization and management, and their economic basis;
- (b) Forecasts of potential traffic capacity, including promotion of tourism;
- (c) Assessment of desirability of a regional air line, including possibilities of cooperation and pooling of air transport systems, in view of the latest technological developments;
- (d) Recommendations and suggestions as to needed improvements of the infrastructure, including airports of regional interest, terminal buildings, transportation from airports to urban centres, air-ground communications, navigational aids, etc.;
- (e) Estimate costs of proposed improvements, modernization and expansion of air transport facilities.

B. SCHEDULE OF OPERATIONS

- Paragraph 1. The Executing Agency shall commence execution of the project upon receipt of written authorization from the UNDP.
- Paragraph 2. Following a period of pre-operational activities on the part of Government and Executing Agency personnel, field operation on the project are planned to commence March 9, 1970 and to continue on the project until approximately March 31, 1971.
- Paragraph 3. A review of the progress of the work carried out on the project will be undertaken with UNDP participation in or about November, 1970..

G. PROJECT MANNING TABLE

| | Total Man-Months | Man-Months of Service | | |
|--|---------------------|-----------------------|-------------|------------|
| | | 1969 | 1970 | 1971 |
| 1. Project Personnel to be provided by the Government (including Economists and Maritime and Air Transport Specialists) | | | | |
| 1. Indonesia | 90 | 5 | 80 | 5 |
| 2. Philippines | 90 | 5 | 80 | 5 |
| 3. Thailand | 90 | 5 | 80 | 5 |
| 4. Vietnam | 23 | 1 | 20 | 2 |
| 5. Malaysia | 90 | 5 | 80 | 5 |
| 6. Laos | 22 | 1 | 20 | 1 |
| 7. Singapore | 45 | 3 | 40 | 2 |
| | <u>450</u> | <u>25</u> | <u>400</u> | <u>25</u> |
| T o t a l | === | == | === | == |
| 2. To be provided by the UNDP | | | | |
| a) Experts | | | | |
| (i) <u>Maritime Transport</u> | | | | |
| Shipping Operation Experts | 12.5 | - | 12.0 | 0.5 |
| Marine Economist | 16.5 | 3.0 | 12.0 | 1.5 |
| Port Engineer - Senior | 9.5 | 3.0 | 6.5 | - |
| Port Engineer - Junior | 12.0 | - | 10.0 | 2.0 |
| Trade Analysis Experts | 32.0 | 4.0 | 25.0 | 3.0 |
| Short Term Experts | 12.5 | 0.5 | 10.0 | 2.0 |
| | <u>95.0</u> | <u>10.5</u> | <u>75.5</u> | <u>9.0</u> |
| Sub-total for Marine transport | ==== | ===== | ===== | ===== |

APPENDIX I
Sheet 6 of 9

| | Total <u>Man-Months</u> | <u>Man-Months of Service</u> | | |
|---------------------------------------|----------------------------|------------------------------|-------------|-------------|
| | | <u>1969</u> | <u>1970</u> | <u>1971</u> |
| (ii) <u>Air Transport</u> | | | | |
| Air Transport Operations Expert | 7.0 | 1.0 | 6.0 | - |
| Air System Planning Expert | 18.0 | 5.5 | 12.0 | .5 |
| Air Terminal and Airport Engineers | 41.0 | 4.0 | 32.0 | 5.0 |
| Tourism Expert | 6.5 | - | 6.0 | 0.5 |
| Short Term Experts | 31.0 | 2.0 | 24.0 | 5.0 |
| | | | | |
| Sub-total for Air Transport | 103.5 | 12.5 | 80.0 | 11.0 |
| (iii) <u>Others</u> | 57.5 | 5.5 | 40.0 | 12.0 |
| | | | | |
| GRAND TOTAL | 256.0 | 28.5 | 195.5 | 32.0 |
| | ===== | ===== | ===== | ===== |

D. REPORTS

The Consultants will prepare and submit to the Bank the following reports, in the English language, in the number of copies and within the time periods specified below:

1. Progress Reports (30 copies) to be submitted two months after the authority to proceed with Stage II of the Consultants' Contract is given, and every two months thereafter. These reports will outline periodically the progress of the Survey, note problems encountered which affect the conduct of the work, and propose any changes in approach, methodology or scope which the Consultants may consider necessary for consideration by the Bank.
2. Interim Reports (50 copies). The following reports will be submitted to the Bank at the times specified below:
 - May 15 : Capabilities and Deficiencies of the
National and Regional Transport Systems
- 1990
 - Sept. 30 : Selected Economic Development Opportunities 1970 - 1990
 - Oct. 15 : Projections of Regional Economic
Development 1970 - 1990
(Maximum, Minimum, and Expected
and Practical Objectives)

- Oct. 30 : The Financing of Transport Development
Selected Transport Investment Opportunities
- Nov. 30 : Criteria and Procedures for Assessing
Transport Investment Proposals and
Allocating Resources

In addition to these interim reports, Working Papers will be issued from time to time in 50 copies, covering work in progress.

3. Draft Final Report (50 copies) to be submitted on or before 31 March 1971. This report will include all findings, conclusions and recommendations of the Consultants arising out of the Survey, supported by sufficient data and reasoning, and will be submitted along with draft technical appendices. This will also include separate self-contained volumes on maritime and air transport as part of the overall report. The Bank will transmit to the Consultants comments thereon within 60 days after receipt of the Draft Final Report.
4. Technical Appendices (number of copies to be determined by the Bank). These will be incorporated in the Final Report. They will describe the statistical forecasting and data collection methods actually employed in the conduct of the study, will discuss the

relevant cost concepts employed, and outline in detail the way in which cost/benefit and other analyses are carried out.

5. Final Report (number of copies to be determined by the Bank). This report will incorporate all revisions considered necessary to be made after receipt of the comments of the Draft Final Report from the Bank. The Final Report shall be submitted to the Bank within 60 days after receipt by the Consultants of such comments.

PROJECT BUDGET - GOVERNMENT
(in terms of U.S. Dollars)

Governments' contribution in kind:

| Country | Cost of Project Personnel | | | Cost of Local Facilities | | | Total Cost | | |
|----------------|---------------------------|---------|--------|--------------------------|--------|--------|------------|---------|--------|
| | 1969 | 1970 | 1971 | 1969 | 1970 | 1971 | 1969 | 1970 | 1971 |
| 1. Indonesia | 5,077 | 20,246 | 5,077 | 2,037 | 8,125 | 2,037 | 7,114 | 28,371 | 7,114 |
| 2. Philippines | 5,077 | 20,246 | 5,077 | 2,037 | 8,125 | 2,037 | 7,114 | 28,371 | 7,114 |
| 3. Thailand | 5,077 | 20,246 | 5,077 | 2,037 | 8,125 | 2,037 | 7,114 | 28,371 | 7,114 |
| 4. Vietnam | 1,269 | 5,062 | 1,269 | 510 | 2,031 | 510 | 1,779 | 7,093 | 1,779 |
| 5. Malaysia | 5,077 | 20,246 | 5,077 | 2,037 | 8,125 | 2,037 | 7,114 | 28,371 | 7,114 |
| 6. Laos | 1,269 | 5,062 | 1,269 | 510 | 2,031 | 510 | 1,779 | 7,093 | 1,779 |
| 7. Singapore | 2,538 | 10,124 | 2,538 | 1,019 | 4,064 | 1,019 | 3,557 | 14,188 | 3,557 |
| T O T A L | 25,384 | 101,232 | 25,384 | 10,187 | 40,626 | 10,187 | 35,571 | 141,858 | 35,571 |

APPENDIX III

UNDP CONTRIBUTIONS

SUB-CONTRACT

| | | <u>M/M</u> | |
|--|---------|------------|--------------------|
| 1. Experts | | 256.0 | \$1,000,730 |
| (a) Salaries | 844,230 | | |
| (b) Subsistence | 80,500 | | |
| (c) Travel | 46,000 | | |
| (d) Transportation | 3,000 | | |
| (e) Installation | 27,000 | | |
| 2. <u>Data analysis and printing of report</u> | | | 42,000 |
| 3. <u>Miscellaneous</u> | | | 45,800 |
| Communications | 13,500 | | |
| Contingencies | 5,300 | | |
| Office costs | 24,100 | | |
| Miscellaneous | 2,900 | | |
| Total Cost of Sub-Contract | | | <u>\$1,088,530</u> |

OVERHEAD COSTS

51,000

1 supervisory expert 12 m/m x 2,000 = 24,000
1 supervisory expert 4 m/m x 2,000 = 8,000
1/3 cost of Steering Committee
meetings @ 14,250 four times
a year = 19,000

DIRECT COSTS

3,000

UNDP CONTRIBUTIONS

\$1,142,530
=====

APPENDIX IV

LOCAL COSTS

Pursuant to Section 4.02(c) the Asian Development Bank shall pay, on signature of the Plan of Operation, the following amounts on behalf of the following Governments party to the Plan of Operation:

| <u>Country</u> | <u>US\$ Equivalent</u> | <u>Bank</u> | <u>Account No.</u> |
|----------------|----------------------------|--|------------------------|
| Indonesia | 15,100 | Bank Indonesia P.O. Box 35 Djakarta | |
| Laos | 7,100 | Banque de l'Indochine Vientiane | 5.215 |
| Malaysia | 15,100 | The Chartered Bank P.O. Box 1001 Kuala Lumpur | 21-882-688 |
| Philippines | 15,100 | First National City Bank Port Area Branch Manila | 303-933 |
| Singapore | 7,100 | The Chartered Bank P.O. Box 1901 Singapore | 21-695-680 |
| Thailand | 15,100 | Siam Commercial Bank Ltd. P.O. Box 15 Bangkok | 65.257 |
| Viet-Nam | 12,200 | Credit Commercial du Vietnam 17 Ben Chuong Duong Saigon | 1425 |
| TOTAL | 86,800 | | |

IS-8M6

Eighth Meeting of the Co-ordinating Committee of
Southeast Asian Senior Officials on
Transport and Communications

11-14 September, 1970
Saigon
Republic of Vietnam

Venue: Ministry of Foreign Affairs

REVISED ESTIMATED BUDGET OF INTERIM SECRETARIAT
FOR THE CALENDAR YEAR 1971

Approximately M\$3.00 = US\$1.00

| | <u>M\$</u> | <u>M\$</u> |
|---|------------|------------|
| 1. <u>PERSONAL EMOLUMENTS:</u> | | |
| (a) Secretary - \$2,500 p.m. | 30,000 | |
| (b) Assistant Secretary - \$1,000 p.m. | 12,000 | |
| (c) 2 Stenographers - \$500 p.m. each | 12,000 | |
| (d) Office Assistant/Messenger - \$200 p.m. | 2,400 | |
| | <hr/> | 56,400 |
| 2. <u>OFFICE ACCOMMODATION AND ADMINISTRATIVE EXPENSES:</u> | | |
| (a) Office Space Rental | 12,000 | |
| (b) Office Furniture and Equipment | 10,000 | |
| (c) Office Supplies and Stationery | 8,000 | |
| (d) Telephone, Telegrams and Postage | 12,000 | |
| (e) Lighting and Power | 1,200 | |
| (f) Local Transport and Travelling | 3,000 | |
| (g) Other Administrative Expenses | 3,000 | |
| | <hr/> | 49,200 |
| 3. <u>SERVICING CO-ORDINATING COMMITTEE MEETINGS DURING THE YEAR (THREE DURING 1971)</u> | | |
| (a) Air Fare (Economy) | 12,000 | |
| (b) Per Diem | 10,000 | |
| (c) Meeting Expenses | 4,000 | |
| | <hr/> | 26,000 |

| | | |
|---|---------------|-------------|
| 4. <u>SECRETARY'S REPRESENTATION FUND</u> | M\$ | M\$ |
| (Representing Co-ordinating Committee at Meetings, Discussions, etc.) | | |
| (a) Air Fare (Economy) | 6,000 | |
| (b) Per Diem | 3,000 | |
| (c) Representation | 3,000 | |
| | | 12,000 |
| 5. <u>CONTINGENCIES</u> | | 10,000 |
| | | M\$ 153,600 |
| | Approximately | M\$ 51,200 |

NOTES

1. PERSONAL EMOLUMENTS: (\$56,400)

For forward planning, Member countries may wish to note that the Interim Secretariat may continue to exist until a more permanent organisation is set up. This would depend on recommendation in the Regional Transport Survey.

2. OFFICE ACCOMMODATION AND ADMINISTRATIVE EXPENSES (\$49,200)

(a) Office Space (\$12,000)

It is proposed to rent space of about 1,000 sq. ft. and it is possible that office space will be made available by Bank Negara when its new building is completed. The estimated rental is between 80¢ and \$1.00 per sq. ft. p.m.

(b) Office Furniture and Equipment (\$10,000)

- (i) 5 Office Desks (large and medium sizes - for staff)
- (ii) 2 Meeting Tables
- (iii) 5 chairs (for staff)
- (iv) 6 Chairs for Meeting and Visitors
- (v) 1 Electric Typewriter (in addition to one purchased from grant)
- (vi) 1 Electric Duplicator
- (vii) 1 Electric Calculator

(viii) 2 Filing Cabinets (in addition to the 6 purchased from grants)

(ix) 2 Bookcases

(x) 4 Filing racks

(c) Office Supplies and Stationery (\$8,000)

(i) Duplicating Papers and Ink

(ii) Typewriting Paper

(iii) Stencils and Carbon Paper

(iv) Envelopes and File Covers

(v) Other items of stationery

(d) Telephones, Telegrams and Postage (\$12,000)

(i) Telephones (2 direct lines and one internal extension)

Annual rental, metered local and overseas calls - \$3,200

(ii) Telegrams - \$6,000

(iii) Postage, including despatches of bulk documents by air - \$2,800

(e) Lighting and Power - \$1,200

(f) Local Transport and Travelling - \$3,000

(g) Other Administrative Expenses - \$3,000

3. SERVICING MEETINGS DURING THE YEAR (3 DURING 1971)

It is estimated that three meetings will be held during 1971 and the cost of air fare, per diem and meeting expenses will depend on the venues of the meetings and the period of the meetings. A rough estimate of \$12,000 for air fare, \$10,000 for per diem and \$4,000 for meeting expenses, has therefore been put up.

4. SECRETARY'S REPRESENTATION FUND (\$12,000)

The Secretary will have to travel to some member countries before the meetings of the Co-ordinating Committee are held for discussion and for arrangement of the meetings. It is expected that 4 trips away from Kuala Lumpur in this connection will be made. In addition, it is expected that the Secretary will make about 2 other trips for discussion with international

organisations/Governments giving aid. A rough estimated expenditure of \$6,000 for air fare, \$3,000 for living allowances and \$3,000 as a representation fund has been put up.

5. CONTINGENCIES - (\$10,000)

The provision is for unforeseen expenses. If they do not arise, the provision would be saved and carried forward to the next year.

6. BANK ACCOUNT

The Interim Secretariat would establish an identifiable account with a bank in Kuala Lumpur for the receipt of contributions by Member Governments and the disbursement of funds to meet expenses. The account and all books related to monetary transactions would be audited by independent auditors.

A report on all receipts and disbursements of the Interim Secretariat for 1971 would be presented to Members of the Co-ordinating Committee at its first meeting of the following year.

Interim Secretariat to the Co-ordinating Committee,
Kuala Lumpur.

8th September, 1970.

(ix) Press Release

The Eighth Meeting of the eight-nation Co-ordinating Committee of Southeast Asian Senior Officials on Transport and Communications was held in the Conference Hall, Ministry of Foreign Affairs, Saigon on 11-14 September, 1970. The Meeting was attended by fourteen representatives from the Governments of Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and the Republic of Vietnam. Brunei, the eighth nation on the Co-ordinating Committee, was unable to send a representative to the Meeting. The respective Leaders of the Delegations were: Mr. Soehono Soemoboskoro, Chief of the Bureau of Planning and Development, Department of Communications, Indonesia; Mr. Phak Savann, Director-General in the Ministry of Public Works and Transportation, Laos; Raja Azam bin Raja Kamarulzaman, Secretary-General of the Ministry of Transport, Malaysia; Mr. Anastacio B. Bartolome, Charge d'Affairs a.i. Philippines; Mr. Ling Tuck Luke, Principal Assistant Secretary, Ministry of Communications, Singapore; Comdr. Aree Satayamana, Deputy Under-Secretary of State of the Ministry of Communications, Thailand; and Mr. Hoang Ngoc Than, Secretary-General of the Ministry of Communications and Posts, Republic of Vietnam. Observers from the Asian Development Bank, the Government of Japan, the Government of the United Kingdom and the Government of the United States also attended the Meeting.

2. The Meeting was declared open by His Excellency Mr. Tran Van Vien, Minister of Communications and Posts in the Government of the Republic of Vietnam. In his Welcome Address, Mr. Tran Van Vien pointed that although his Government was in the midst of a war against Communist aggression, it had done its best to host the Meeting. He referred to the presence of so many delegates as proof of realization of the great importance of promoting the spirit of cooperation. Given this spirit of

cooperation, the way was paved for joint ventures in which individual countries would derive more benefits by working together than by working separately. This rationale for cooperation was particularly true in the field of transport.

3. Mr. Hoang Ngoc Than, Leader of the Vietnamese Delegation, and Comdr. Aree Satayamana, Leader of the Thai Delegation, were unanimously elected Chairman and Vice-Chairman of the Meeting respectively.

4. At its 4-day Meeting, the Co-ordinating Committee reviewed sixteen regional transport and communications projects subject to feasibility studies prior to implementation. More than US\$1.5 million were budgetted for studies on the following regional projects:-

- (i) Ferry Services between Sumatra and West Malaysia,
- (ii) Marine Navigational Aids in Indonesian and Thai Seaways,
- (iii) Establishment of Free Trade Zone in the Port areas of Mariveles and Lamac in Philippines,
- (iv) Expansion of Ship Repair Yard in Mariveles in Philippines,
- (v) Improvement of Telecommunication Facilities and Services in Laos,
- (vi) Establishment of a Regional Backbone Microwave System in East Malaysia and Brunei,
- (vii) Expansion of the Ports in Kota Kinabalu and Sandakan in East Malaysia,
- (viii) Construction of a highway between Kuantan and Segamat in Malaysia,
- (ix) Proposed Navigational Aids in the Straits of Malacca,

- (x) Improvement of Search and Rescue Facilities in the Southeast Asian region,
- (xi) Improvement of Aero Telecommunications in the Southeast Asian region,
- (xii) Improvement of Flight Inspection Facilities in the Southeast Asian region,
- (xiii) Improvement and Expansion of Djakarta International Airport,
- (xiv) Improvement of Telecommunications in Vietnam and between Vietnam and the region,
- (xv) Integrated Regional Air Navigational Aids in Southeast Asia, and
- (xvi) Improvement and Expansion of Saigon International Airport.

The Committee was satisfied with the progress of studies on the above projects and was impressed by the findings of some studies which had been completed. The studies had attracted considerable interest in the development of specific transport and communication projects in Southeast Asia. Members of the Committee would present the findings of specific completed studies to international and bilateral sources of technical and financial assistance with requests that they helped in the implementation of projects found feasible, viable and bankable. The Committee appealed for support for its modest and sincere effort at developing transport and communications in Southeast Asia.

5. The Committee took the opportunity of its meeting in Saigon to focus attention on the development of transport and communications in the Indo-China peninsular which still presented major gaps in a regional transport and communication system. The Committee gave its strong support for a request that a study be carried out to explore

the feasibility of a Savannakhet (on the Mekong in Laos) and Danang (in the Republic of Vietnam) link-up and improvement of the port of Danang to serve as a gateway to the seas for parts of Laos, Thailand and the Republic of Vietnam. It supported a request for assistance to carry out a feasibility study of a Saigon-Pnom Penh railway link to serve as a means of passenger and freight transport between Cambodia and the Republic of Vietnam and between them and other neighbouring countries. Representatives of the Governments of Indonesia, Malaysia, Singapore, Japan, United Kingdom and United States discussed the findings of the feasibility study on proposed navigational aids in the Straits of Malacca.

6. The Committee agreed to sponsor requests for external assistance for feasibility studies on the following other projects:

- (a) Navigational Aids in the Straits of Lombok and Makassar in Indonesia,
- (b) Trends of Tourist Traffic into Malaysia and the Southeast Asian region,
- (c) Automation of AEROTHAI Communication Centre in Thailand,
- (d) Bangkok International Airport (Don Muang), and
- (e) Sattahip Port in Thailand.

7. Members of the Committee signed the Plan of Operation providing the United Nations Development Programme (Special Fund) to assist the Governments of Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand and the Republic of Vietnam, with the Asian Development Bank as Executing Agency, to carry out studies of maritime and air transport in the region as part of the Regional Transport Survey being implemented by the Asian Development Bank for the countries mentioned. The UNDP would contribute the equivalent of US\$1,140,000 to those studies.

8. The Committee was briefed by the Asian Development Bank Project Manager of the Regional Transport Survey on the progress of the Survey. The Committee noted that the draft final report of the Survey was scheduled to be completed by the end of March, 1971. Two products were expected, namely, an action programme in the field of national and regional transportation and a continuously useful approach and methodology for use by planners and decision-makers.

9. Members of the Co-ordinating Committee expressed their heartfelt appreciation to the Government of the Republic of Vietnam for hosting the Eighth Meeting and for its generous hospitality and efficient support facilities.

14th September, 1970.
Saigon.

PART FOUR

Members of the Co-ordinating
Committee, Observers and Interim
Secretariat and Conference Staff

IS-8M1

Eighth Meeting of the Co-ordinating Committee
of Southeast Asian Senior Officials on
Transport and Communications

11 - 14 September, 1970
Saigon
Republic of Vietnam

I. LIST OF DELEGATES

Name of Country

Delegates

Brunei

- unable to be present

Indonesia

Mr. Soehono Soemobaskoro,
Chief,
Bureau of Planning and Development,
Department of Communications,
Djakarta..

Mr. N. Gandjar,
Chief,
Foreign Cooperation Division,
Bureau of Planning and Development,
Department of Communications,,
Djakarta.

Laos

Mr. Phak Savann,
Director-General,
Ministry of Public Works and
Transportation,,
Vientiane.

Mr. Say Kham,
Director of Highways,
Ministry of Public Works and
Transportation,
Vientiane.

Malaysia

Mr. Raja Azam bin Raja
Kamarulzaman,
Secretary-General,
Ministry of Transport,,
Kuala Lumpur.

Mr. Ismail bin Ambia,
Secretary-General,
Malaysian ASEAN Secretariat,,
Ministry of Foreign Affairs,,
Kuala Lumpur.

| <u>Name of Country</u> | <u>Delegates</u> |
|------------------------|---|
| Philippines | Mr. Anastacio B. Bartolome, Charge d'Affairs, Philippine Embassy, Republic of Vietnam. |
| Singapore | Mr. Ling Tuck Luke, Principal Assistant Secretary, Ministry of Communications, Singapore. |
| Thailand | Mr. Aree Satayamana, Deputy Under-Secretary of State, Ministry of Communications, Bangkok. Mr. Amphon Tiyabhorn, Chief, Transport and Communications, National Economic Development Board, Bangkok. Mr. Pravitt Klongwathanakith, Chief, Statistics Division, Fiscal Policy Office, Ministry of Finance, Bangkok. |
| Vietnam, Republic of | Mr. Hoang Ngoc Thanh, Secretary-General, Ministry of Communications and Posts, Saigon. Mr. Nguyen Van Dat, Director-General of Ports, Ministry of the Prime Minister's Office, Saigon. Mr. Bui Nhu Tiep, Deputy Director-General of Highways, Ministry of Public Works, Saigon. |

II. OBSERVERS

| | |
|------------------------|--|
| Asian Development Bank | Mr. K.L. Luthra, ADB Project Manager of RTS, Manila. Mr. William Krebs, Project Director of RTS, Arthur D. Little, Manila. |
|------------------------|--|

Japan

Mr. Tomita,
Planning Officer,
Minister's Secretariat,
Ministry of Transportation,
Tokyo.

Mr. Y. Kagashima,
Second Secretary,
Embassy of Japan,
Saigon.

United Kingdom

Mr. Wilfred Turner,
First Secretary,
British High Commission,
Kuala Lumpur.

United States of America

Mr. Ronald A. Rogers,
Resident Programme Officer,
American Embassy,
Kuala Lumpur.

Mr. Thomas Mack,
Capital Projects Officer,
Office of Southeast Asia Regional
Development,
Bangkok.

Mr. William A. Root,
First Secretary,
Joint Embassy/USAID Economic Office,
Saigon.

III. INTERIM SECRETARIAT

Secretary

Mr. Phang Kon Hee,
Director,
Secretariat Division,
Economic Planning Unit,
Prime Minister's Department,
Kuala Lumpur.

Stenographers

Miss Juliana Moses,
Economic Planning Unit,
Prime Minister's Department,
Kuala Lumpur.

Miss Veronica Tan,
Economic Planning Unit,
Prime Minister's Department,
Kuala Lumpur.

General Assistant

Mr. Hamzah bin Abdul Rahman,
Economic Planning Unit,
Prime Minister's Department,
Kuala Lumpur.

IV. CONFERENCE STAFF

Liaison Officer

Mr. Le-Van-Duyet,
Assistant Director-General
Posts and Telecommunications,
Ministry of Communications,
and Posts,
Saigon.

Mr. Bui Manh Can,
Assistant Director-General,
General Directorate of Ports,
Saigon.

Interim Secretariat to the Co-ordinating Committee,
Saigon.

11 th September, 1970.